

CIA/RR CB-62-12

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CURRENT SUPPORT BRIEF

SIGHTING OF A POSSIBLE FUSELAGE OF A
NEW ILYUSHIN TRANSPORT AIRCRAFT

OFFICE OF RESEARCH AND REPORTS

CENTRAL INTELLIGENCE AGENCY

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N-O-F-O-R-N *delete*SIGHTING OF A POSSIBLE FUSELAGE OF A
NEW ILYUSHIN TRANSPORT AIRCRAFT

A recent sighting of an object, believed to be a civil aircraft fuselage, being conveyed in the vicinity of Moscow Airframe Plant No. 30 and adjacent Airframe Plant No. 381 indicates that one of these plants may be engaged in the production of a prototype of a new aircraft. 1/ Because the Design Bureau of S. V. Ilyushin is believed to be in this vicinity, and one or both of the plants earlier have produced prototypes of Ilyushin aircraft, it is concluded that the object seen may be the fuselage of a new Ilyushin turbojet transport aircraft, and possibly that of the Il-62 which is known to be under development in the USSR. 2/ If these assumptions are correct, ground tests followed by flight tests of the Il-62 should be underway in the near future. Series production of the Il-62 will follow the successful completion of these tests, but at some plant other than Plant No. 30 or Plant No. 381.

On 16 December 1961, a Western observer followed an unidentified canvas-covered object through the streets of north central Moscow. The object was being towed on two flatbeds in tandem in the vicinity of Moscow Airframe Plant No. 30 and Plant No. 381 and was escorted by several militiamen, described as being "excited". The object was about one-half a city block in length, with the tail extending several feet beyond the flatbed, and the widest part of body extending 2 or 3 feet beyond the sides of the flatbed and the wing stub extending 3 to 4 feet beyond each side of the flatbed. The tail section possibly was slightly swept. The length of the object was undoubtedly overestimated. The large diameter of the fuselage strongly indicates a civil aircraft rather than a bomber aircraft. The possibility that the object could have been a Shyster or Sandal-type missile is discounted in view of the existence of the tail section and wing roots.

This sighting may have been of the movement of a prototype fuselage of a new aircraft--possibly an Il-62--between Moscow Airframe Plant No. 30 or Plant No. 381 and the aerodynamics test center at New TsAGI (Central Aero-Hydrodynamics Institute - Tsentralnyy Aerogidrodinamicheskii Institut), located near Ramenskoe, about 30 miles southeast of Moscow for static and assembly testing or to LII (Flight Research Institute -- Letno-Issledovatel'skii Institut), also in Ramenskoe, for flight testing.

The Ilyushin Design Bureau is probably located in the vicinity of Moscow/Central Airfield, which is the airfield used by Airframe Plants 30 and 381. Moscow Airframe Plant No. 30 currently is in series production of the Ilyushin turbojet transport Il-18 (Coot). Therefore Plant No. 381 may be the producer of a new Ilyushin prototype aircraft. It is not believed that either Plant No. 30 or Plant No. 381 will series produce the Il-62 aircraft because of the short runway at the factory airfield and the lack of buildings of sufficient height to permit the final assembly of an aircraft of this size. Furthermore, there are no indications that production of the Coot aircraft at Plant No. 30 is decreasing, which would be expected if a new program was to be undertaken.

Khrushchev boasted of the development of a new Ilyushin design passenger plane to Italian Premier Fanfani in the summer of 1961 and said that it would be able to transport 60 passengers 5,600 miles at 560 miles per hour. 2/ He was, in all likelihood, referring to the Il-62.

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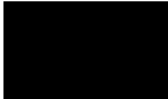
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Analyst:



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Sources:

1. Air, AF IN: 44193, 23 Dec 61. S.
2. Air Attache Moscow C-338, 7 Aug 61. S/NOFORN.

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